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1. The railway stretch between Szolnok and Debrecen is rapidly being double-tracked again. Work remains unfinished only on the section between Fegyvernek and Törökszentmiklós. The stretch Debrecen-Nyíregyháza-Kisvárdá-Záhony is also being double-tracked. The work is not yet completed between Záhony and Kisvárdá. The Debrecen-Szolnok section was made double track in 1940, but the second track was removed in 1945. The second track on the Debrecen-Záhony section is entirely new construction.
2. Concrete ties are being substituted for wood throughout the Hungarian railway lines.
3. The bridges of the line Szeged-Szöreg-Makó-Magyarcsanak have been double-tracked.
4. The Lőkősháza railway station has six sidings, 970 meters long. There is a locomotive turntable at the north end of the westernmost track; also an engine house. The locomotives stationed here are: one Type 326, two Type 22, and two Type 375. There is a Soviet railway divisional headquarters with three officers and 10 men at the railway station (lilac shoulder boards). The head of the Hungarian Political Police (AVH) is a major; he and his men maintain a post at the railway station.
5. The following number and type of locomotives are in the engine houses of the Hungarian State Railways (MAV) at the localities indicated:

Decreases: Three Type 302, five Type 303, 16 Type 424 (these types are the system's most modern locomotives); 22 Type 324, 14 Type 376, 15 Type 375 (Types 376 and 375 are light locomotives with tenders); 12 Type 355 (old switching locomotives); eight type 22 (light engines for local traffic).

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25 YEAR RE-REVIEW

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Nyiregyhaza: Seven Type 424, 18 Type 324, 12 Type 328, 15 Type 375, eight Type 327, five Type 355.

Békéscsaba: Four Type 424, 15 Type 328, 12 Type 327, 12 Type 342 (large locomotives with tenders); three Type 376, one Type 375.

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